



**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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S.A.S.M.E.E. BULLETIN

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HAPPENINGS

by J.M.

Since the last bulletin, I have sad news to give as 2 fellow colleagues have passed away. Allan Brabham (life member) and Colin Bamford. Most members, I'm sure would have known Allan Brabham in some way, however Colin Bamford, a quiet spoken gentleman was rarely seen at SASMEE.

In April, the AALS convention at Warner, Queensland was attended by 10 members, who thoroughly enjoyed the settings, the track, the weather and the social gathering of all who enjoy this hobby from afar. There were about 120 trains approximately and the official parade train was a triple header pulling a long load. It didn't take long to see fellow members somewhere around the track enjoying a coffee or even looking at each other's pieces of work or even wondering how it was done.

URGENT CALL – PLEASE MEMBERS AND MEMBERS PARTNERS, WE ARE ALWAYS LOOKING FOR EXTRA HELP IN THE CANTEEN. WE DO TAKE IT FOR GRANTED THAT THE CANTEEN LOOKS AFTER US VERY WELL EVERY RUN DAY, SO IF YOU CAN SPARE A DAY OR TWO, THIS TASK WOULD BE MORE ENJOYABLE.

ALLAN JAMES BRABHAM

Date joined club – February 10, 1959

Passed away – March 15, 2010, aged 88 years

For Allan

Allan began his journey in Gosford on the 30th April 1921, born to Georgina and Harold Brabham and enjoyed the company of three siblings, Dorothy, Roy and Sue. He must have lived through some pretty difficult times as a young boy, the roaring 20's for many were "roaring with depression" and although times were changing with the new music and fashion, life for many was tough. Even though Allan attended many different schools due to the depression, he was a very bright student. Sadly he was forced to leave school at the tender age of just 13 to help out with the family income. Had he been encouraged to study further there's no saying how far he could have gone.

Helping his mum Georgina to care for and educate the younger children moulded Allan's ideas and values in life. He grew to become a very responsible and loyal young man. Sure he would have liked to have bettered himself and secured a job doing something he loved. Instead he sacrificed his own desires and did whatever

he could to make sure priorities were in place, his family came first. He was always close to his mum and his siblings.

Allan has always enjoyed sports and in 1945 and 1946 he became the state 50 miles champion cyclist and was always in the Kilkenny No 1 team. He also received cycling certificates in 1945 for the 5 mile, 20 mile and 25 mile races. And the following year, the 10 mile certificate. Like his cousin, Jack Brabham, Allan had a bit of petrol running in his blood and enjoyed both motorbike and motor car racing, racing at Rowley Park Speedway in 1953.

Allan attended Islington Technical College and took an apprenticeship and a position with the South Australian Government Railways. Because of this work he was denied a position in the RAAF during the war. The railways, of course were seen as an essential service and this denial was a great disappointment to Allan. It was during his time in the railways, Allan was told he was being transferred to Peterborough and although he might regret his decision he told them quite boldly (in so many words) he would be unable to accept that transfer. Allan as you know could be a little stubborn but he always believed in what he felt was right.

It was a party with friends that Allan and Pauline met; they obviously liked what they saw in one another and began dating. Before long they had made arrangements to marry and celebrated their wedding day at the Pirie Street, Methodist Church on the 13th June 1953 nearly 57 years ago. By now Allan was working for Auto Welders and he would remain until his retirement in 1986. In the early years of their relationship Pauline and Allan had some wonderful times together, they particularly liked to go dancing and because of his talents on the dance floor, there were times when Pauline just stood back in awe and watched. They certainly enjoyed their young lives. Soon they were to be blessed with their children, Wendy, Linda and Neale.

Those were the day's of dad's out working and providing and mum's at home caring for her clan and that's exactly how the Brabham home worked. When Allan did come home, he was happy to sit quietly and have a cup of tea before eating and then go straight into the shed where he could enjoy some peaceful hours before bedtime. The children remember going to dad once or twice a year with their shoes and asking him to check if he had to resole them or not. They had a great respect for their dad.

Allan continued to learn and attended the School of Mines, receiving his Certificate Two in Fitting and Turning in 1959. 1975 saw him at Panorama Technical College sitting for his Pressure Vessel Welding Certificate and later the next year at the Department of Labour for his Welding and Boiler attendant Certificate. Allan's love of steam trains never left him and in 1990 he received a Boiler Certificate from the South Australian Society of Model and Experimental Engineers, SASMEE and followed this up in 1995 with a Certificate of Competency.

cont.

He made an exact replica miniature of a steam locomotive over five years and even manufactured all the tools to make it and all the components. Allan ran the locomotive at SASMEE Park grounds with carriages for children's rides for many years on field days and helped to set up and maintain the grounds. It goes without saying, he was a dedicated member of SASMEE and he was enamoured by like minded enthusiasts. Allan was awarded a Life Membership of this society – an award that meant the world to him.

Allan must have run out of room in his home for all the certificates, but here comes another one – Allan was awarded with a Certificate from Neighbourhood Watch for 11 years of service to his community.

Allan was a man of few words, but when he said something, you generally listened. At home Allan didn't take that easily to the emotional family titles he wore during his life – he wasn't brought up in an age of, nor was he attuned to, demonstrating affection and reassurances of love. This was Pauline's area of expertise.

We know Allan loved dancing but it was the jazz music he danced to that he enjoyed too. He also liked to spend quiet time in his garden – probably like his shed – a bit like a sanctuary.

As the children grew and flew and found lives of their own with Wayne, Malcolm and Karen, Allan found some time to enjoy a few holidays with Pauline. They ventured off overseas in 1985 to Asia and also toured Victoria with Linda. With family living in Perth it was an obvious destination for them and they also visited Roxby Downs to see Neale and were treated to an underground inspection of the mine. Queensland welcomed them too along with some lovely short holidays around their own state of South Australia. Allan and Pauline celebrated their 40th wedding anniversary in June 1993 and for their 50th in 2003 Allan must have been over the moon to spend it on the Pichi Richi Railway.

In the autumn and winter of Allan's life he lived a calculatingly simple life. He is remembered as a good man, an intelligent man, one who showed determination in all he did. And by the most important person, Allan's wife Pauline – he is remembered as her mate in life, the person she has stood by and cared for, for all these years.

Allan is remembered as a man who always did the best he could.

Special thanks to Pauline and family for the use of his eulogy for everyone to share.

A TRIBUTE TO ALLAN JAMES BRABHAM 1921-2010

By Barry Dunstan

Allan had an illustrious career with SASMEE since his induction on the 11th February, 1959. Almost immediately it became his desire to construct Martin Evan's LNER class B1 4-6-0 in 5 inch gauge. Chief Mechanical Engineer for the LNER, Edward Thompson, was designer and the first engine completed, in 1942, was named "SPRING-BOK" in honor of a South African general, General Smuts, who was visiting the UK at the time. There were no less than 410 B1's constructed and with a tractive effort of 26,878 lbs they compared with the South Australian Railways 620 class

Allan obtained the plans from Model Engineer which commenced the regular instalment from 10th December 1959. Some years ago Allan loaned me the complete set to photocopy for my own records. On one page I noticed that Allan had made a note that he started construction in April 1960. History reveals that the loco commenced running at SASMEE in February 1966. (refer to SASMEE history in Bulletin September 2006). Allan appropriately named his loco "SPRINGBOK" albeit with a different number which then changed again under different ownerships, namely John Wakefield, Murray Sambell and, lastly, myself since 1979. During my 31 years of ownership I have made a number of modifications which has made it one of the best performers of its type due in no small way to Allan's meticulous construction. I would point out that the main feature would be the case hardening of the vital parts pertaining to the running gear which to this day only have minimal wear. The rods are bronze bushed and have only needed replacement on three occasions. For a 44 year old model loco that has seen plenty of hard work and has travelled many many miles this loco is a true testament to Allan's workmanship.

In the 1980's he constructed a sugar cane loco in 5 inch gauge, named "SKIPPER," after the prototype and this was run for a number of years at SASMEE on the multi-gauge track. For reasons best known to Allan he sold it to a kindred club member who only ran it for a relatively short time and then it just vanished into obscurity for several unsubstantiated reasons.

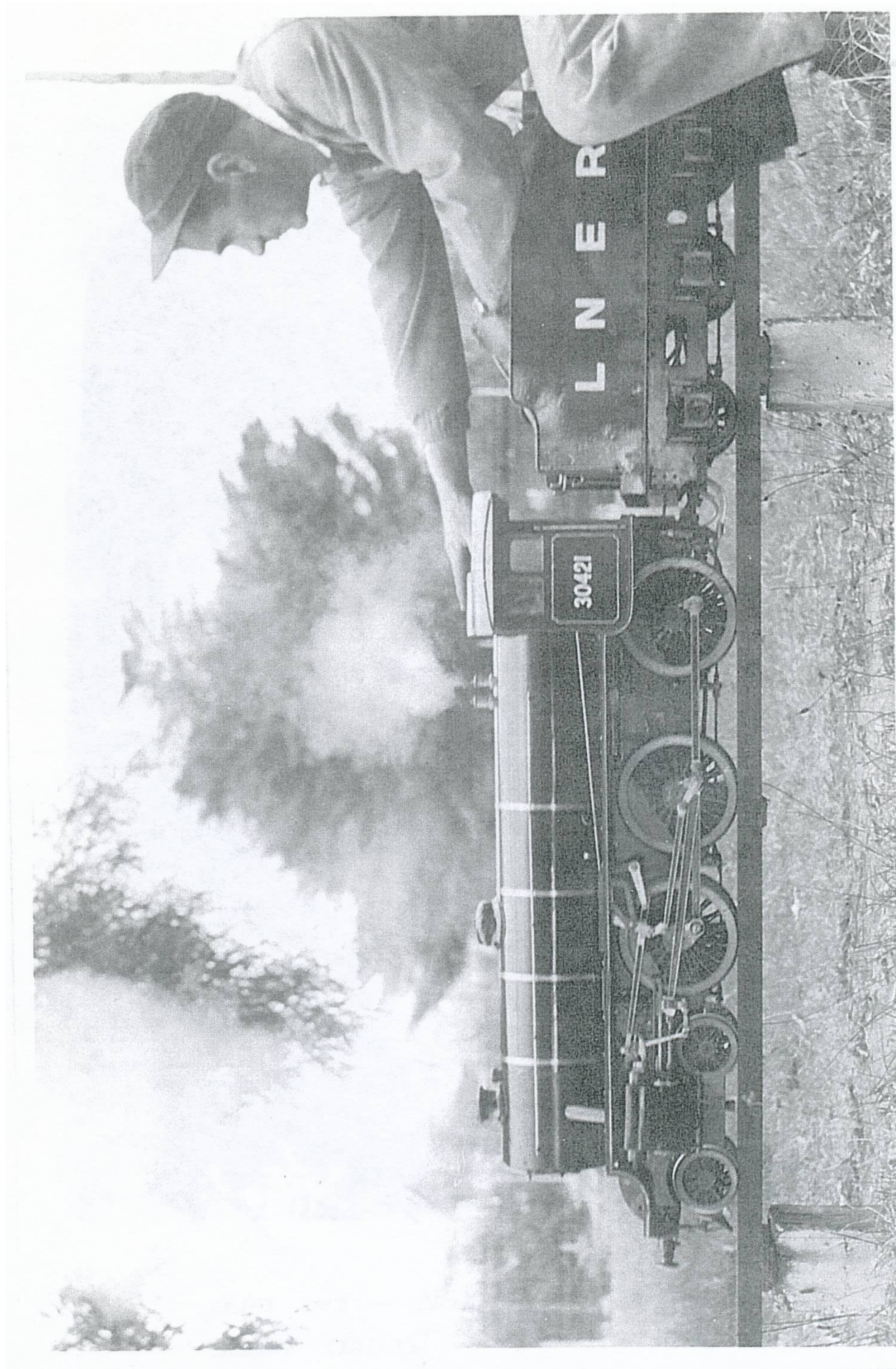
Allan had amassed a fair amount of machinery in his workshop however after the two locomotives he concentrated on making smaller models including, I believe, a combustion engine parts of which he would bring in and show to the Wednesday workers.

In addition to all this home model making Allan was a model member (pardon the pun) and was instrumental in a lot of club projects. Being a welder (by trade at Autowelders) he was our resident construction engineer, if anything was welded or similar you could bet that Allan had a hand in it. Therefore it was no wonder that because of his expertise he became a boiler inspector and remained so for the rest of his association with the club. In 1982 Allan was elected President of SASMEE, holding the position for a period of two years and shortly afterwards he was awarded life membership.

Since his retirement from the workforce, in 1985, Allan became a regular with the Wednesday work gang in addition to his regular attendances at general meetings and public field days. Of recent years he was the regular station master at Millswood (71/4 inchG) station along with his friend Alex Mitropoulos and they were as regular as clockwork. Allan's last duty was on the PFD 15th November 2008 as in early January 2009 he suffered a suspected heart attack and subsequently rehabilitation treatment was put in place however his health deteriorated to such an extent that he required permanent professional care and unfortunately Allan succumbed to his illness, at Ridge Park, on 15th March 2010

SASMEE has lost an esteemed member, a good friend, a gifted model engineer and finally you could say that "They don't make em like this any more." Allan's wife, Pauline, has requested that Allan's ashes be interred at SASMEE and the site chosen is the W.A. Wattle gum at the end of the trestle bridge along with a suitable marker.

In effect Allan will still be watching the trains go by.



'BRABS' + SPRINGBOK.



ALLAN & SPRINGBOK - ON OLD
RAISED TRACK

SUNDAY PUBLIC FIELD DAY

7TH MARCH 2010

36 members came out to a day of 27 C and all was perfect, where balloons, party hats and birthday cakes were the centre of attention for 7 major birthday parties. It was a good turnout of members with 9 trains in action and 10 boats in the pond. Margaret Lewis, Jean Clark and Dawn Schaefer were busy in the canteen and Barbara Beal was kept at the trading table. cont.

SASMEE PARK STATION 3 ½" & 5"

John Beal / David Hawkins	0-6-0	Schenectady
Graeme Driscoll	0-6-0, 0-6-0	Kitson Meyer
Michael Tingay		Heisler
Allan Wallace	0-4-0	Juliet
Peter Hoyer	2-8-2	D&RGW Mudhen #453
Michael Moyse	0-4-0	Club Shunter (to be named)

Trains were dispatched by station attendant Mark Coxon.

MILLSWOOD STATION 5" & 7 ¼"

Bob Nash / Glen Templeman		
/Mitchell Templeman	0-6-0	Koppel
Barry Dunstan	0-4-0	Dolgoch
John Lewis	0-6-0	Simplex
Bert Francis / John Daly	0-4-0	Harry

Trains were dispatched by Ian Clark.

STEAMHOUSE

Bob Scanlan, John Weidenhofer, Ralph Ollerenshaw and David Eustice kept all the stationary engines in action for the public to see. This was to be the last run prior to the next inspection on the boiler.

BOAT POND

Norm Kernick	- Mira – Steam boat
John Babi	- Atlantic Tug Boat
Stan Shelton	- P.S. Adelaide
John Shelton	- Twister Cruiser, White Star, Cruiser
Bill Weste	- Langdon - Steam Boat
Alan Saunders	- T336 Military class armed trawler
Michael Priest	- Royal Auxilary Tender
Mary Turner	- Clipper Trawler – Bristol Bay
Gerry Turner	- Aishah 2

Stan Shelton has made a frequency peg board for members who use radio control to turn on their transmitters when they have the peg.

It is important for other members who are on the same frequency to leave their transmitters off, until they have possession of the frequency peg. This will in turn remove any radio interference, it may have caused.

(Apologies to Stan Shelton for name error in previous bulletin)

MARCH MEETING NIGHT – ACTIVITY

29 members stayed back to see 2 DVD's, Highland steam trains in England, Wales & Scotland and the other DVD was on the tram network of Adelaide back in the 1950's. It showed all the tram routes around Adelaide and what Adelaide was like in the 50's. We hope to have a copy in the library in the near future.

SATURDAY PUBLIC FIELD DAY

20TH MARCH 2010

On a day of 30 degrees and a slight breeze all afternoon, it was good to see 33 members come out and enjoy their day giving rides to the public and or tell the public what it's all about. The ladies and gentleman in the canteen, Jean Clark, Margaret Lewis, Jill Smith and Don Awalt were kept busy, as there were 9 large birthday parties and several small parties (some of the cakes were beautifully decorated) and for a Saturday run day, we were all kept very busy. Bob Smith was seen driving his Fletcher loco with time of the era type dress, including a bow tie and bowler hat. This certainly added a lot of talk for the public and certainly put a fun and relaxing atmosphere at the station. In the 7 ¼" area, John Lewis changed his loco's name to Sevenplex (previously Simplex); I wonder how many members noticed the change. Due to the recent passing on of 2 members, Alan Brabham and Colin Bamford, the flag was kept at half mast during the public field day.

STEAMHOUSE

Bob Scanlan, John Weidenhofer, Ralph Ollerenshaw.

SASMEE PARK STATION 3 ½" & 5"

John Beal / David Hawkins	0-6-0	Schenectady
Bryan Homann	2-8-0	#456 Nigel Gressley
Allan Wallace	0-6-0	Speedy #1551
John Mere / Bob Smith	4-8-4	500 class #509
John Monte	0-4-0	Jack J004 & Junior J005 - double head
Bob Smith	2-4-0	Fletcher #910
Malcolm Ambler		NSW diesel #42215
Michael Tingay		Heisler #99
Ian Foster	0-4-0	Club Shunter (to be named)

Trains were dispatched by Ainsley Cuthbertson and Bryon Varley.

MILLSWOOD STATION 5" & 7 ¼"

Barry Dunstan	0-4-0	Dolgoch
John Lewis	0-6-0	Sevenplex
Graeme Driscoll		4 Truck Shay #12

Trains were dispatched by Milton Smith & Ian Foster. cont.

BOAT POND

Norm Kernick	- Pilot launch, E.A.Farquhar
John Babi	- Tug Boat, Atlantic
Stan Shelton	- Paddle steamer, Adelaide
John Shelton	- White Star Cabin Cruiser, MV 356
	- Cabin Cruiser, MV 310
	- Sailing Yacht, Storm 100
Mary Turner	- Paddle Steamer, Glasgow
Gery Turner	- Prawn Trawler, Bristol Bay field day.

STEAMHOUSE

Bob Scanlan, John Weidenhofer, Ralph Ollerenshaw

SASMEE PARK STATION 3 ½" & 5"

John Beal / David Hawkins	0-6-0	Schenectady
Bryan Homann	2-8-0	#456 Nigel Gressley
Allan Wallace	0-6-0	Speedy #1551
John Mere / Bob Smith	4-8-4	500 class #509
John Monte	0-4-0	Jack J004 & Junior J005 - double head
Bob Smith	2-4-0	Fletcher #910
Malcolm Ambler		NSW diesel #42215
Michael Tingay		Heisler #99
Ian Foster	0-4-0	Club Shunter (to be named)

Trains were dispatched by Ainsley Cuthbertson and Bryon Varley.

MILLSWOOD STATION 5" & 7 ¼"

Barry Dunstan	0-4-0	Dolgoch
John Lewis	0-6-0	Sevenplex
Graeme Driscoll		4 Truck Shay #12

Trains were dispatched by Milton Smith & Ian Foster.

BOAT POND

Norm Kernick	- Pilot launch, E.A.Farquhar
John Babi	- Tug Boat, Atlantic
Stan Shelton	- Paddle steamer, Adelaide
John Shelton	- White Star Cabin Cruiser, MV 356
	- Cabin Cruiser, MV 310
	- Sailing Yacht, Storm 100
Mary Turner	- Paddle Steamer, Glasgow
Gery Turner	- Prawn Trawler, Bristol Bay

SUNDAY PUBLIC FIELD DAY

4TH APRIL 2010 EASTER SUNDAY

34 members came out today with glorious weather and all helped in all ways to make the day easier and more enjoyable. In the canteen Margaret Lewis, Mary Homann and Libby Foster were kept busy and it was good to see another member's partner come to help. The crowd was small so everyone who came out, were able to relax and enjoy the day. In the previous bulletin's, we forget there are some quiet achievers who are always there for the club like John Davey (gatekeeper). John will always be there collecting the money, giving instructions and advice, especially when footwear is concerned. So, don't forget to say g'day at Jack at the gate.

STEAMHOUSE

Bob Scanlan, Ralph Ollerenshaw, John Weidenhofer and David Eustice

SASMEE PARK STATION 3 ½" & 5"

Bryan Homann / Peter Homann	2-8-0	T214
John Mere	4-8-4	720 class
David Hawkins	0-4-0	electric club loco (yet to be named)
Ian Foster	0-4-0, 0-4-0	d/h Jack / Junior electrics

Trains were dispatched by Ainsley Cuthbertson, John Mere

MILLSWOOD STATION 5" & 7 ¼"

John Lewis	0-6-0	Sevenplex
Bert Francis / John Daly	0-4-0	Tal-y-llyn
Graeme Driscoll		4 truck Shay

Trains were dispatched by Bill Coles & Mark Coxon.

BOAT POND

Michael Priest	- Onkaparinga
Norm Kernick	- Thames launch, Mira
John Babi	- Seaport Work Boat
	- Atlantic Tug Boat
Alf Payne	- Hamburg Fishing Boat

APRIL MEETING NIGHT – ACTIVITY

29 members stayed back to watch 2 video's American and Canadian railways in the 50's and Pichi Richi – Steam and Rails which also starred one of our own members and was very informative on how the railway and it's members work together very well.

SATURDAY PUBLIC FIELD DAY

17TH APRIL 2010

On a perfect day of 26 degrees, 37 members showed up and were kept very busy with 4 large birthday parties and several small parties. Jean Clark, Margaret Lewis, Suzanne Clark and Jill Smith were inundated with orders and it is a credit to the ladies, that all ran very smoothly and organised. The 7 ¼" station was kept rather busy today and it must have been a favourite with the crowd and we also had a couple of members running with white shirts and a bowler hat behind their steamers. I wonder how clean their shirts were at the end of the day. An enjoyable relaxing day was had by all and it is a credit to all who made it look so easy.

STEAMHOUSE

Bob Scanlan, John Weidenhofer, Ralph Ollerenshaw

cont.

SASMEE PARK STATION 3 ½" & 5"

Allan Wallace	4-6-0	Black five
Michael Tingay		Heisler
Bryan Homann / Peter Homann	2-8-0	Nigel Gressley #456
Brad Cottle / Ben Cottle	0-4-0, 0-4-0	d/h elec shunters #49 & # 53
Bob Smith	2-4-0	NER Fletcher #910
Malcolm Ambler		NSW Diesel #42215
Michael Moyse		Bud Car
John Monte	0-4-0, 0-4-0	d/h elec shunters Jack, Junior
David Hawkins	0-4-0	Club loco

Trains were dispatched by station attendants Ainsley Cuthbertson & John Monte.

MILLSWOOD STATION 5" & 7 ¼"

Barry Dunstan	0-4-0	Dolgoch
Graeme Driscoll		4 Truck Shay
John Lewis	0-6-0	Simplex

Trains were dispatched by Milton Smith and Ian Foster.

BOAT POND

Stan Shelton	- Adelaide - Paddlesteamer
John Babi	- Atlantic Tug Boat
	- Super Work Tug Boat
Norm Kernick	- Thames launch, Mira
Alf Payne	- Hamburg Fishing Trawler
	- Andrea Gail, Gloucester Fishing Trawler

FOR SALE

7 1/4" – 4 TRUCK SHAY

SEE GRAEME DRISCOLL FOR FURTHER DETAILS

PH 8276 9387

FOR SALE

Doc Wescombe-Down Ph 8271 3066

Model RC ship, WW2 standoff cruiser HMS Sheffield, 1200mm long, seaplane installed, fresh paint, new sealed battery, ballasted, RC gear included.

\$325.00

Model RC Ship, Thames Tug 1200 x 300 x 475 12 pole motor, fresh paint, detailed including crew, new sealed battery RC gear included.

\$440.00

Wood / plastics lathe, 240 volt single phase, british Thompson- Houston solid build, 1/4 hp 390 x 140mm bed. With grinding wheel and 7 pce tool set all on mobile storage bench fitted with casters.

\$150.00

cont.

Office divider panels 9 off, good quality 2065 x 900 x 70, lined light grey/blue and come with panel connector fittings – handy to section off the workshop, entertainment area, barbeque etc.

\$130.00

DATES TO REMEMBER

MAY 15 TH	SATURDAY PUBLIC FIELD DAY
JUNE 6 TH	SUNDAY PUBLIC FIELD DAY
JUNE 8 TH	GENERAL MEETING
JUNE 19 TH	SATURDAY PUBLIC FIELD DAY
JUNE 26 TH	HOT POT RUN
JULY 4 TH	SUNDAY PUBLIC FIELD DAY
JULY 13 TH	GENERAL MEETING
JULY 17 TH	SATURDAY PUBLIC FIELD DAY
AUGUST 1 ST	SUNDAY PUBLIC FIELD DAY
AUGUST 10 TH	ANNUAL GENERAL MEETING
AUGUST 21 ST	SATURDAY PUBLIC FIELD DAY

EVERY WEDNESDAY WORKING BEE

9-00am ONWARDS

EVERY SATURDAY WORKING BEE

1-00pm ONWARDS

OTHER THINGS

Bill Coles Editor

Recently read an article, nothing to do with Model Engineering, that you might find interesting. Ludwig Leichhardt, celebrated in his day as the "Prince of Explorers" disappeared, aged 35. At the time, he was attempting an east-west crossing of the continent. In April 1848, in the company of 5 white men, 2 Aboriginal guides, 7 horses, 20 mules and 50 bullocks, he left the Darling Downs in southern Queensland bound for Western Australia's Swan River settlement. Shortly after, the entire party vanished with barely a trace.

Leichhardt arrived in Australia from Germany in 1842. He was competent in at least 6 languages, studied philosophy, medicine, geology, natural sciences and physiology.

Leichhardt had become known during 1844-45 for a journey from southern Queensland to Port Essington on Arnhem Land's north-west tip.

On his famed 1844-45 expedition Leichhardt took most of the tools available for land navigation at the time. A sextant and chronometer [although both broke en route] a hand held compass, an artificial horizon [mercury filled pan protected by a glass covering] and a rough map of what was known of Australia.

Bearing in mind his basic [damaged] equipment, of the 309 campsites, the position of 79 can be established exactly, a further 35 can be established within a probable 400m range, and 93 within a probable range of 365m to 732m. [Results of a study undertaken by Dr Glen McLaren in the 1990's.] If Leichhardt was such a great explorer, scientist and navigator how could he disappear without a trace? There are many theories, from the whole party being drowned in one of the river crossings but the strongest thought is that they died through lack of water in the Great Sandy Desert.

Happened to be given a book to return to the SASMEE library by Bill Weste. I am not a "Boaty" but the book, "Building a Working Model Warship" describes the building, over a period of 16 years, the construction of HMS Warrior in 1:48th scale. The builder being William Mowll a parish Priest. The model was launched in 1996. A really great read. It covers all aspects of model making and one can not but be impressed by the effort put into this 8ft long scaled detailed project. Interesting that the deck timber of the model took 6400ft of timber cut in 1/8in strips. The original HMS Warrior was launched on 29th December 1860. She is currently moored in Portsmouth, fully restored, and open to the public. A must see.

SASMEE OFFICE BEARERS

2009---2010

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